

10 October 1946

COUNTRY : Rumania

SUBJECT : Brasov Airfield, Partial Answer to WD
Special Request # 4, 2, dated 12 July 1946

INFORMATION DATE:

EVALUATION :

REFERENCE NO:

1. Airfield

Located 2 kilometers north of Brasov (Lat. 45° 40' N, Long. 25° 35' E) along road from Brasov to St. Petru. Length of field along road 1,200 meters. Airport and adjoining installations surrounded by barbed wire and heavily guarded by Soviet soldiers at intervals of 100 meters. Entrance (E) to airport off main road. Field surface is rolled sand and gravel with no paved runways. Runway 1,500 meters long in NE - SW axis. Capacity of field is 200 fighters, with a maximum of 300 fighters if hangar facilities are utilized.

2. Aircraft

On 20 July 1946, one fighter group consisting of 108 Rumanian-built ME (G) 109's, 30 Stornovik IL 2's, and 80 YAK 12's (with metal fuselages) was observed on Brasov airfield. Popescu-Botezani, chief engineer of the IAR Factory at Brasov,

about 20 Petlikovo light bombers (PE 123's) landed on the field and took off on the morning of 20 July in a westward direction. These planes were twin-engine, allegedly belong to the long-range light bomber class, and have a tricycle landing gear, described as similar to that of the American P-38.

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3. Operations Tower (C)

Equipped with ultra short wave and long wave radio transmitter and receiver, synchronized with twin station (U) at SE end of field.

4. Administration and HQ (A)

Offices and airport commander and billets (Total capacity of 1,000 men). Building has three floors.

5. Hangars (H)

Four, each with routine repair shop. Hangars measure 40m x 25m, with doors 20m wide.

6. Repair Shop (P)

One, located immediately S of hangars (same size as hangar). Here motors and fuselages are assembled and repaired.

7. Ammunition Dump (M)

Consists of one bunker 50m x 15m, 2.5 meters deep and 5 meters above surface, containing machine gun ammunition, 25 kg and 50 kg bombs, and shells for automatic cannon. A slight distance west of the bunker is a series of concrete "boxes", consisting of about 25 rectangular holes, each 5m x 3m and 1.5 meters deep, set approximately 5 meters apart. The boxes are connected by means of a drainage system which prevents water from damaging ammunition. 250 kg and 100 kg bombs are stored here.

8. Motor Pool (Mp)

Present capacity 20 vehicles, including three tractors. Pool 50m x 20m in size.

9. Gasoline Dump (G)

ON NW holds 2,500, 50 gallon drums of gasoline. On NE holds 1,000, 50-gallon drums of gasoline and 300, 50-gallon drums of oil.

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10. AA Batteries

Soviet heavy AA units south of field in hills east of Brasov. Heavy AA units kilometers east of field in hills. One 13.2 mm. twin-barreled AA battery on roof of Administration Building, another on roof of motor shop of IAR factory.

11. I.A.R. Factory

Although it was publicly announced in Rumania recently that the Brasov I.A.R. factory had been converted into an agricultural machinery works, [redacted]

[redacted] aircraft production continues for the Soviets.

I.A.R. aircraft production ceased in October 1943. At that time the factory was producing I.A.R. K-14/C-32 motors. The motors were used for I.A.R. 80's and 81's. Fuselages were also produced there. Instruments came from the ASAN factory at Cetroceni.

ME aircraft production commenced in 1943-44; since then the factory has produced 40 ME (G) 109's per month to the present time.

The ME (G) 109 has one 20mm. Mauser automatic cannon, firing through propeller hub at a cyclical rate of 900 rounds per minute. Plane carries 160 rounds of ammunition for this gun.

[redacted] Comment: Two types of ME (G) 109's are produced at Brasov I.A.R. factory: (1) ME (G-2) 109 and ME (G-4) 109. The ME (G-2) 109 has a twin-barrel Rheinmetall 7.9-mm. machine gun with a cyclical rate of fire of 1,100 rounds per minute. The ME (G-4) 109 has a twin-barrel 13.2mm. machine gun with a cyclical rate of fire of 1,100 rounds per minute. Both aircraft have the 20-mm. automatic cannon.

Armament and instruments are supplied by the ASAN factory at Cetroceni. Ball-bearings, pistons and rings, and tires are drawn from remaining German stocks.

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Some aircraft at the I.A.R. factory are being fitted with a carbureting system for 83 octane gas and others for 100 octane gas.)

12. Miscellaneous

In 1943 the Germans installed a lighting system along edge of field. Four reflectors of French origin are installed on a platform built atop the northern hangar (R).

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